

Auto Road Down Grande to Brownsville, From El Paso

National Military Highway Proposed By Sen. Sheppard

Would Be Constructed Along the Mexican Border—Will Be Logged and Reported Upon by an Expedition to Leave El Paso in a Short Time in Automobiles.
A. L. Westgard Is Interested in the Road From El Paso to San Antonio.

WASHINGTON, D. C., Dec. 4.—Gen. Anson Mills, chairman of the American section of the International Boundary Commission of the United States and Mexico, today wrote Senator Morris Sheppard, of Texas, a letter concerning Sheppard's El Paso military road bill.

"My dear senator: I have read with great interest your joint resolution authorizing the survey and estimate of cost for the construction of a military road from El Paso to the mouth of the Rio Grande, and I commend most heartily the idea. As I have been for the past 20 years on duty as boundary commissioner for the full length of the Rio Grande, where it forms the boundary line, I feel qualified in saying that if such a road was built it would be of untold value to both nations along the border and serve to render accessible to civil and military authorities, portions of the international line which are now too inaccessible to be reached in time of quiet, to say nothing of time of disturbances."

An expedition to gather data relative to the route will be started from El Paso in a short time, according to D. E. Colp, assistant secretary of the Texas Good Roads association. He writes The Herald that the expedition will

consist of several automobiles, to leave El Paso at some time in the near future, to gather data on road conditions, the possibilities of securing right of ways, the approximate cost of the proposed military road.

Mr. Colp is the active agent of the Texas Good Roads association and was recently in El Paso to meet A. L. Westgard and accompany him back to San Antonio. Mr. Colp, writing of this trip, to C. B. Stevens, says:

"I am glad to advise you that Colp Westgard was more than well pleased with the prospect for the completion of the Southern National Highway, and has informed me that he will give us his full support in the matter. He says he has never yet made a map and log of any route where the people were as much enthused over the proposition as they are between El Paso and San Antonio. He further states that when it comes to hospitality that these people are entitled to the grand prize. He has been very much pleased with the interest along this route and has been saying many things about the people along this line ever since we finished the work into San Antonio. He is now too inaccessible to be reached in time of quiet, to say nothing of time of disturbances."

Cooperation To Reduce Cost Of the Upkeep Of Automobiles

Tucson Motor Owners Form an Association to Buy in Lots and Keep Down the Cost to Individuals—The Owners to Register Their Cars and Pay \$10, and Then Get Cost Prices For a Year.

A COOPERATIVE plan for reducing the cost of upkeep on automobiles is being worked out by the automobile club of Tucson, Ariz., the aim being to secure supplies at wholesale prices, and garage service at greatly reduced expense.

Many plans have been considered, especially those now in use, and finally one devised by a Tucson firm dealing in accessories, was adopted.

The plan is for each and every automobile owner who intends to avail himself of this new privilege to sign a contract with the company that he will buy only for himself, that he will register the make of his car, the kind of lighting system and the size of the tires which he uses, as well as the make of the tires which he prefers. The cost of this registration will be \$10 per annum.

The service received in return for this payment is as follows: A card is given to the owner which on presentation at the store entitles him to dealer prices for any tire or other automobile accessory carried by them. It also entitles him to service at any

any of the garages who have filed their schedule at the reduced prices which have been made in connection with the plan.

By this plan the owner saves from 10 to 15 percent on tires and on general supplies from 15 to 50 percent.

This gives the first the advantage of all cash discounts customarily allowed to jobbers for cash and thereby enables them to purchase the accessories of their capital which would be otherwise tied up on their books. And it gives to the purchaser the advantage of prices which ordinarily only go to the wholesaler.

In addition to the purchase of supplies he is entitled to have all work on his machine done at 60 cents an hour for skilled labor and 40 cents an hour for the helpers, providing he pays for the work when the car is finished and does not have the price of the work placed on the books of the garage until he has paid for the patronage.

All garages are welcome to come in under this plan provided they agree to advertise the schedule of prices and maintain it and further agree to give 60 days' notice of their intended withdrawal at any time.

Road Race, Dallas to El Paso \$10,000 In Prizes to Be Put Up

A PROPOSITION to run an automobile race between Dallas and El Paso some time this winter is being advocated by the towns on the Dell Potter Southern National Highway route.

James W. Stockard, of El Paso, one of the vice presidents of the Borderland Route association, who has just returned from Roswell, says the people of Roswell have subscribed \$1000 for such a race and that Alamogordo has decided to give \$500. Other towns along the route, Sweetwater, Broncho, and every place through which the route passes, have agreed to contribute, Mr. Stockard says. The idea of the race is to show the world that the route is open during the winter, in an effort to attract tourists this way at all times of the year.

A committee consisting of mayor W. M. Atkinson, of Roswell, Dr. G. V. Veal, Rev. Dr. Johnson, and E. A. Cohoon,

also of Roswell, are planning to make a trip over the route from Roswell to Dallas with a view of ascertaining its condition and suggesting any needed repairs for the race, also for the purpose of ascertaining just how much money can be raised in prizes for such a race. They believe, according to Mr. Stockard, that \$10,000 can be raised in prizes for the race.

Roswell expects El Paso to put up about \$2000 for the race, but it is doubtful if anything can be raised in El Paso for the race at the present time. However, the officials of the El Paso Automobile club would give such a race their personal attention and moral support. El Pasoans feel that, inasmuch as El Paso, Phoenix and intervening towns did so much to advertise the western end of the course by the race to the Phoenix fair in November, that Dallas and intervening towns east of here should put up the money to advertise the eastern section of the course into El Paso.

NEW AGENTS FOR THE HUPMOBILE

Service Station Will Be Maintained and Number of Parts Will Be Carried Here for Cars.

J. S. and E. C. Morrison have taken over the Hupmobile agency in El Paso. O. H. Baum, who has been handling the car, will be retained to continue, Mr. Morrison says. The idea of the race is to show the world that the route is open during the winter, in an effort to attract tourists this way at all times of the year.

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NUMEROUS AUTO SALES IN EL PASO

Harry S. Comrey, of Ancho, N. M., has bought a five passenger Ford car and will drive it home.

C. Henry left Friday morning in a Cadillac 16 model for Deming and Silver City, N. M.

O. Mitchell, of Pecos, Texas, has bought an Overland roadster, 1914 model.

H. C. Rhea, of Balmorhea, Texas, has bought a 1914 model Overland roadster.

The Auto Supply company of Marfa, has bought an Overland touring car, 1914 model.

H. M. Hatchell left El Paso Saturday driving an Overland touring car, 1914 model, for delivery to Joe Brent, of El Paso.

Carter & Burnside, of Silver City, have bought a Buick model 55, six cylinder.

Thomas Taylor, of Deming, N. M., has purchased a model 37 Buick.

W. H. Anderson has bought a Buick.

Frey Hoey, a local chauffeur, has been employed by "Pancho" Villa as the driver of his Hudson car.

AUTO TRAVELER IS BOOSTING SOUTHWEST

"Cross continent tourists who drive to the Panama-Pacific exposition at San Francisco in 1915 will, if they take the southern route, have a chance to see prehistoric towns older than the oldest of Europe," says Dr. Chas. G. Perceval, who made \$4,000 miles in the United States in the "Doll Dog" car.

"Towns and ruins so old and belonging to a civilization compared to which the oldest of Europe's monuments belong to yesterday. All about the southwestern route through the great southwest are scattered innumerable castles where the most enlightened race in the world have lived, departed and left no history within the knowledge of today. These and other interesting things make the southern route to the Pacific coast one worth taking."

'MOTORISTS' PROBLEMS ARE SOLVED HERE

By WILLIAM H. STEWART, Jr.
Who as President of the Stewart Automobile Academy of New York City, is regarded as the leading authority in Motor Car Education in this country.

Let us solve your motoring problems and discuss your comments. Tell us of your experiences for the benefit of the other fellow. Correspondence invited for publication every Week-End.

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Motoring Department, The Herald.—When traveling through the west not long ago I came across a chance to buy a new car cheap. This car is not known in the east, and consequently I am here in New York and in need of parts. I understand that the factory is no longer making this car, and I am losing the use of my car because I cannot get parts. The other day I wanted a front wheel bearing, but none of the bearing companies carried in stock the bearing I needed. I had to have one made. The ball of the bearing are all right, but the cups are gone. If I have one of these cups made, as machine shop work, I can have any length of time. I am undecided whether to dispose of the car at any price or to continue to have the car. I want made up. I am writing this letter to get particularly your advice regarding the bearing. If you happen to know where I can obtain any parts for the car, can kindly advise.—James Thompson.

The bearing cup can easily be made and case hardened at a machine shop. Properly made, it should last a considerable length of time. The writer does not know where spare parts for your car can be obtained.

Motoring Department, The Herald.—Not long ago the bottom crank case of my motor was badly crushed. This happened by getting in a ditch and the bottom of the engine being crushed. I am now having the car repaired, and am advised that it will be necessary to put on a whole new bottom half of the crank case. I have heard there are numerous welding concerns which repair such things, but the mechanic I have placed my car in says that a good job cannot be made of my case. He claims that a weld cannot be made on the crank case, and that the old one can be repaired or welded for much less and be just as good as new. I am not sure, but I would be better satisfied in knowing why such a part cannot be welded. Please inform me through your columns and oblige.—J. V. W.

Whether it is better to install a new crank case or to have the old one repaired is a great deal upon the construction of the crank case. Usually such a part is just as good as new. The bottom half of the crank case is made of the new case and then not as good. Judgment in such cases must be exercised by the experienced party. Since you have placed your car in the hands of one whom you have trusted to make proper repairs, it would seem advisable that you accept his opinion as to whether it is more advisable to repair the old one or install a new one. It gives to the purchaser the advantage of prices which ordinarily only go to the wholesaler.

In addition to the purchase of supplies he is entitled to have all work on his machine done at 60 cents an hour for skilled labor and 40 cents an hour for the helpers, providing he pays for the work when the car is finished and does not have the price of the work placed on the books of the garage until he has paid for the patronage.

All garages are welcome to come in under this plan provided they agree to advertise the schedule of prices and maintain it and further agree to give 60 days' notice of their intended withdrawal at any time.

Motoring Department, The Herald.—I have tried several types of carburetors, but it seems impossible to obtain the carburetor which will make my motor car give the power it should. The intake pipe from the carburetor to the cylinders is somewhat complicated in design, and I am wondering whether this is the cause of the trouble. Several experienced mechanics have told me that a new manifold is necessary. The motor is a four cylinder type, with the cylinders in pairs.

Will you please tell me if, in your opinion, a new intake pipe would eliminate the trouble? Any information on this will be greatly appreciated.

Reader.—The intake manifold must be designed so that each cylinder will receive substantially the same charge of gas, both in quantity and pressure. The manifold should be as free from angles as possible. Where the cylinders are in pairs, the manifold should be usually slanted and the inlet pipe constructed in T shape or Y shape.

Care should also be taken where the flanges join. If the gaskets at the flanges are not put perfectly trouble will be caused. The manifold should be installed a "straight" T or Y shape manifold there is no question but that better results will be obtained.

If the gasoline is fed by gravity from the tank care must be taken that the carburetor is not set too high, otherwise there will not be sufficient flow of gas to the carburetor in climbing hills. The installation of the pressure feed system would eliminate this and permit the carburetor to be set high and in an accessible position.

Motoring Department, The Herald.—I own a 1913 car which has the North East star lamp system. I would like to know why the lamp bulbs burn out so quickly. These bulbs are expensive and I do not want to have the car run the kind which will last any length of time. Do you suppose there is something wrong with the wiring? I have tried with other owners they tell me that they do not have these experiences. Can you tell me where to get the right kind of lamps?—A. J. S.

Electric light bulbs are sold by nearly all the automobile supply stores. The North East system, however, requires an 8 1/2 volt lamp. Most stores carry the 8 1/2 volt lamp, but not the 8 1/2 volt type. The voltage of the North East system is too high for the lamps you have been using, with the result that they burn out too quickly. Ask your supply store to order for you a set of 8 1/2 volt lamps.

Motoring Department, The Herald.—I am about to lay up my car for the winter and would appreciate a few points in order that it will be in good condition when I want to take it out in the spring. It is a new 1913 car and I do not care to take any unnecessary chances. I would like to know the things I may take care of it all right for me. Nevertheless I would feel better satisfied if I knew the things I should do. Any suggestions from you will be greatly welcomed.—Miss Atkin.

The car should be stored in a warm, dry place. It should be drained from the water which is in the radiator. The tires should be partially deflated in order to relieve the pressure. Some persons exercising extreme care have the tires removed and stored in a cool, dry room which is dark.

The gasoline should be drained from the tank and carburetor.

The water should be drained from the cooling system, and when this is done the motor should be allowed to run for a few seconds in order to dry out the cylinder castings, etc., thereby preventing rust. It is well to inject oil in the cylinders in order to prevent the pistons and rings from rusting.

All the brass or nickel trimmings should be gone over with a little oil to prevent corrosion.

It is best to put the top up and cover the whole car with a sheet. The storage battery should be disconnected and either recharged about every month during the winter or else disconnected. The storage battery needs overhauling at least once a season.

ing advice from your columns as to what might be the cause of such a trouble. Will you please advise as soon as possible what arrangement or misplacement of parts could cause the above described phenomenon?

The propeller shaft rotates at right angles to the transfer axle shafts. On the end of the propeller shaft is a small level gear which drives the differential of the large bevel gear can be placed either side of the small level gear of the propeller shaft. If it is assembled on one side the car will have three speeds forward and one reverse. If it is assembled on the other side it will have one forward and three reverse. In your case the rear axle and not the transmission was wrongly assembled.

Motoring Department, The Herald.—The springs of my car are continually squeaking in spite of the fact that I oil the shackles every day. How can I avoid this?—Anson Smith.

The squeaking can be dispensed with by loosening the spring clip and jacking the frame of the car up in order to take the tension off the springs. It is then possible with the aid of a thin knife to work a paste of graphite and oil between the leaves of the springs.

Motoring Department, The Herald.—The float pin or so-called "tickler" has been broken off of the carburetor, and I would like to know whether this makes any difference.

Since the pin has been broken I have had trouble with the carburetor flooding the engine. Will you please advise whether this pin is necessary, and if not, why the carburetor should flood the engine.

The carburetor "tickler" is simply a device to push down the float and flood the carburetor. This flooding of the carburetor, if not done too much, facilitates starting an engine, in that it affords a rich mixture for starting. It is of no further use than this, and if taken off should not affect the carburetor in any way.

part of the broken tickler may be touching the float and causing the carburetor to flood. Would advise you taking the pin out entirely or replacing the broken parts with new ones.

HELPFUL HINTS TO MOTOR CAR OWNERS

It is best not to permit the starting crank to hang down when not in use. Usually the handle or grip extends below the axle. In passing over high hills in the road, the handle is apt to hit, and if bent will cause considerable annoyance. A strap or leather socket, if attached to the frame, will obviate any such liability.

The more recent model cars are now equipped with electric lighting and starting systems. This electrical equipment necessitates the use of an expendable battery. In laying the car up for the winter care should be taken to disconnect the battery and store same with some responsible party who will properly care for the battery. If left in the car it will deteriorate and by spring will have become very rusty. During the winter season is a good time to have the battery overhauled and cared for by a responsible party.

Frequent adjustment of the spark plug points is often obtained by using a file miss in the motor when driving. If a plug is fouled or the points too far apart, this is a sign that the plug is fouled or the points too far apart. Very often the carburetor or magneto is taking this opportunity of obtaining.

(Continued Page 5D, Column Five.)

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